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## *Memorandum*

TO: BATA Oversight Committee

DATE: March 2, 2011

FR: Executive Director

W. I. 1251, 1256

RE: Fund Allocations for the Toll Bridge Capital Program Update (BATA Resolution No. 94, Revised)

### **A. Seismic Retrofit Program - San Francisco-Oakland Bay Bridge East Span Replacement Project Budget Fund Allocation (Oakland Detour and Yerba Buena Island Transition Structures)**

In September 2010, the Toll Bridge Program Oversight Committee (TBPOC) and BATA authorized and funded an acceleration change order on the Self Anchored Suspension Span (SAS) contract of the San Francisco-Oakland Bay Bridge East Span Replacement Project to incentivize delivery of critical deck segments by July 2011 and make ready the SAS for traffic by the end of 2013 in both directions. With progress on the SAS contract currently is meeting the expectations of the mitigation change order, the TBPOC needs to initiate similar acceleration actions on the Yerba Buena Island and Oakland ends of the bridge to insure a simultaneous eastbound and westbound opening of the bridge in late 2013.

#### Oakland Detour

Due in part to alignment conflicts with the existing east span at the Oakland landing of the bridge, the new bridge was originally planned to have a staggered opening with westbound lanes first. Eastbound lanes were to be opened about a year later after the upper deck of the original bridge is demolished to make room for the construction of the remaining eastbound portion of the Oakland touchdown structure.

The TBPOC has developed a detour plan to accelerate construction to be able to open both directions of the new east span by the end of 2013. Eastbound lower deck traffic will be shifted south as it exits the bridge to allow for a widening and realignment of the westbound upper deck. After the realignment, the conflicting portion of the upper deck will be removed to allow for construction of the remaining portion of the new Oakland touchdown structure. The eastbound traffic shift is expected to happen in May 2011 and the westbound traffic shift by early 2012. A detail graphic representation of the proposed detours will be shown at the Committee's March 9<sup>th</sup> meeting.

The detour work is new scope for the program and is forecast to cost \$74 million, including \$51 million for construction, from available program contingency. There is no change to the overall budget of the Toll Bridge Seismic Retrofit Program. Staff is requesting that the Committee refer to the Authority an allocation request of \$74 million to fund construction of the detour.

Oakland Detour Budget and Allocation Request	Cost (\$ million)
Detour Construction – includes cost for east and westbound detours and demolition of portion of existing bridge.	\$51.0
Capital Outlay Support	\$15.0
Right-of-way and Permits	\$8.0
Total	\$74.0

#### Yerba Buena Island Transition Structures

Opening the Yerba Buena Island (west) end of the new bridge requires several coordinated steps between contractors. First, the SAS contractor must transfer the weight/load of the SAS structure off the temporary supports and onto the suspension cable. Second, after load transfer, the SAS contractor must make way for the Yerba Buena Island Transition Structures (YBITS) contractor to construct the remaining 100 foot gap between the SAS and the roadway structures leading to the tunnel.

When the YBITS contract was awarded in early 2010, the schedule assumption at the time was still the staggered opening of the bridge. Again, since the bridge is now slated for opening simultaneously in both directions at the end of 2013, work on the YBITS contract needs to be accelerated to match the SAS traffic ready schedule.

For the YBITS #1 contract, Caltrans is requesting a supplemental allocation of \$32 million to cover the acceleration, an incentive, and other contract changes. These costs were forecast in the last quarterly progress report. There are sufficient funds in the program contingency to cover this work. There is no change to the overall budget of the Toll Bridge Seismic Retrofit Program.

YBITS #1 Supplemental Budget Change and Allocation Request	Cost (\$ million)
Schedule Mitigation – cost to modify contract to have YBITS ready for the revised SAS schedule, including additional workers, shifts, and materials.	\$12.2
Schedule Incentives – up to \$7.5 million for early completion of critical internal contract milestones	Up to \$7.5
Contract Contingency Replenishment - replenishes contingencies that has been drawn down due to design changes for falsework and the incorporation of additional seismic joints to be furnished and installed by the contract	\$12.5
Total Proposed Supplemental Allocation	\$32.2

**B. Toll Bridge Rehabilitation Program – Drainage Grate Replacement Project Budget and Allocation Update**

BATA and Caltrans manage a multi-year Toll Bridge Rehabilitation Program, which identifies and constructs projects aimed at protecting and preserving the toll bridges and the toll collection facilities. Staff is requesting allocation of \$850,000 in programmed Toll Bridge Rehabilitation funds to replace drainage grates at the Richmond-San Rafael, Dumbarton, and Antioch toll plazas. The drainage grates are in the lanes at each of the three toll plazas. Due to continual traffic rolling over the grates, the grates have loosened and could become a potential traffic hazard. The design of the project to replace the grates is complete and construction is ready to commence.

**Recommendation**

It is recommended that the Committee refer BATA Resolution No. 94, Revised, to the Authority to allocate toll funds, as follows:

Budget and Allocation Change Summary	
A. Toll Bridge Seismic Retrofit Program	
• Oakland Detour	\$74.0 Million
• Yerba Buena Island Transition Structures	\$32.2 Million
B. Toll Bridge Rehabilitation Program	
• Drainage Grate Replacement Project	\$850,000

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Steve Heminger

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